AMENDMENTS TO THE SPECIFICATION:

Please replace paragraph [005] beginning on page 1, line 22 with the following rewritten version:

-- The tip-in/tip-out (low frequency vibrations) is a large longitudinal vibration of a vehicle body, which occurs when a driver rapidly depresses or releases an acceleration pedal. If a power transmission system has a low rigidity, a torque transmitted to tires is reversely transmitted from the tires to the power transmission system. This reaction ~~cause~~ causes an excessive torque to be transmitted to the tires so that large longitudinal vibrations transitionally occur to vibrate the vehicle body longitudinally to a large extent. --

Please replace paragraph [013] beginning on page 3, line 20 with the following rewritten version:

-- Accordingly, when minute torsional vibrations caused by combustion variations of an engine ~~aregenerated~~ are generated, the minute rotating-direction space prevents the operation of the frictional resistance generating portion. --

Please replace paragraph [044] beginning on page 12, line 18 with the following rewritten version:

-- In the frictional resistance generating mechanism, when the torsion angle is within the torsion angle range of ~~an~~ a middle portion of the rotating-direction space, neither of the small and large frictional resistance generating mechanisms operates, thus, a large frictional resistance does not occur. When the torsion angle of the torsional vibrations is within the torsion angle range of the opposite ends of the rotating-direction space, only the small frictional resistance generating mechanism operates to generate a frictional resistance of an intermediate magnitude. When the torsion angle of the torsional vibrations exceeds the torsion angle range of the rotating-direction space, the large frictional resistance generating mechanism operates to generate the largest frictional resistance --

Please replace paragraph [059] beginning on page 19, line 11 with the following rewritten version:

-- According to a fifteenth aspect of the present invention, a flywheel assembly to transmit a torque from a crankshaft of an engine[[,]] includes a flywheel, an elastic coupling mechanism and a plate-like coupling portion. The flywheel has a friction surface. The elastic coupling mechanism is a mechanism to couple elastically the flywheel and the crankshaft in a rotational direction. The elastic coupling mechanism has a pair of first disk-shaped members, a second disk-shaped member, and an elastic member. The first disk-shaped members are axially spaced from each other and fixed together. The second disk-shaped member is arranged between the pair of first disk-shaped members. The elastic member is provided to couple elastically the pair of first disk-shaped members to the second disk-shaped member in the rotational direction. The plate-like coupling portion extends between outer peripheries of the pair of first disk-shaped members and couples the pair of first disk-shaped members together. --

Please replace paragraph [094] beginning on page 34, line 18 with the following rewritten version:

-- A clutch device 1 in accordance with a preferred embodiment of the present invention shown in Figs. 1 and 2 is to couple provided releasably torque between a crankshaft

2 on an engine side and an input shaft 3 on ~~an~~ a transmission side. The clutch device 1 is primarily formed of a first flywheel assembly 4, a second flywheel assembly 5, a clutch cover assembly 8, a clutch disk assembly 9, and a release device 10. The first and second flywheel assemblies 4 and 5 are combined to form a flywheel damper 11, which includes a damper mechanism 6 and is described later. --

Please replace paragraph [0100] beginning on page 37, line 6 with the following rewritten version:

-- Description will now be given on the disk-shaped plate 22. As seen in Fig. 2, the disk-shaped plate 22 is disposed axially between the first flywheel assembly 4 and the flywheel 21 having the friction surface. The disk-shaped plate 22 has a radially outer portion fixed to a radially outer portion of the flywheel 21 having the friction surface by a plurality of rivets 23, and functions as a member rotational together with the flywheel 21 having the friction surface. More specifically, as seen in Fig. 5, the disk-shaped plate 22 is formed of a radially outer fixing portion 25, a radially outer cylindrical portion 26, a contact portion 27, and a radially inner cylindrical portion 28, which are aligned radially in this order. The radially outer fixed portion 25 is flat and is in axial contact with the surface on the engine side of the radially outer portion of the flywheel 21 having the friction surface. The radially outer fixing portion 25 is fixed to the radially outer portion of the flywheel 21 by the rivets 23 already described. The cylindrical portion 26 extends axially toward the engine from the inner periphery of the radially outer fixed portion 25. The cylindrical portion 26 is located radially inside the cylindrical portion 20 of the disk-shaped member 13. The cylindrical portion 26 is provided with a plurality of recesses 26a. Each recess 26a is formed corresponding to the recess 20a in the cylindrical portion 20 of the disk shaped member 13.

The contact portion 27 has a circular and flat form, and corresponds to the friction member 19. The contact portion 27 is axially opposed to the second friction surface 21b of the flywheel 21 having the friction surface with a space therebetween. Various members of the frictional resistance generating mechanism 7 to be described later are arranged in this space. The frictional resistance generating mechanism 7 is disposed between the contact portion 27 of the disk-shaped plate 22 of the second flywheel assembly 5 and the flywheel 21 having the friction surface so that the required space of the structure can be small. The radially inner cylindrical portion 28 extends axially toward the transmission, and has an end neighboring the flywheel 21 having the friction surface. The radially inner cylindrical portion 28 is provided with an outer peripheral surface 28a at its base portion, which is larger in diameter than an outer peripheral surface 28b on its tip end portion, and a stepped portion is formed between these surfaces 28a and 28b. --

Please replace paragraph [0148] beginning on page 59, line 3 with the following rewritten version:

-- At an end of the torsion angle range (i.e., the position where the direction of the vibration changes), operations are performed as follows. On the right end in the torsion characteristic diagram of Fig. 21, the friction washer 61 is in the position shifted to the maximum extent in the rotational direction R2 with respect to the input friction plate 63. When the disk-shaped member 13 rotates relatively to the flywheel 21 having the friction surface in the rotational direction R2, the friction washer 61 rotates relatively to the input friction plate 63 throughout the angle range of the rotating-direction space 79 between the convexity 65 and the concavity 62. During this operation, the friction washer 61 does not slide on the member on the output side, i.e. the flywheel 21 having the friction surface, so that the region A (e.g., of 8°) of a low frictional resistance is obtained, i.e. friction is not generated between the friction washer 61 and the flywheel 21. When the rotating-direction space 79 of the engagement portion 78 disappears, the input friction plate 63 starts to drive the friction washer 61. Thereby, the friction washer 61 rotates relatively to the output friction plate 44 and the flywheel 21 having the friction surface as well as the disk-shaped plate 22. This produces the region B, e.g., of 2°, in which the frictional resistance gradually (and thus smoothly) increases, as already described, then produces the region C of a large constant frictional resistance. --